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RAILROAD CAR, LOCOMOTIVE REPAIR
STILL NEEDS IMPROVEMENT

LENINGRAD SYSTEM CAR REPAIR POOR -- Gudok, No 81, 8 Jul 49

Serious shortcomings have been discovered on the Leningrad Railroad System in connection with the repair of freight cars for hauling the grain harvest. The Leningrad--Vitebsk-Marshalling, Leningrad-Warsaw, and Leningrad-Baltic freight car sections do not give the necessary attention to repair of cars sent to them and to making sure that the repair work is done properly.

KARAGANDA SYSTEM IMPROVES EFFICIENCY -- Kazakhstanskaya Pravda, No 125, 29 Jun 49

On the Karaganda Railroad System, suggestions for improving efficiency made since the beginning of the postwar Five-Year Plan have resulted in the saving of 12 million rubles of State funds. Suggestions introduced this year will result in a yearly saving of more than one million rubles.

In the Karaganda Railroad Car Depot, a hydropneumatic jack designed by Engineer A. Ya. Chepurnyy has been introduced for jacking up cars, a job that formerly took 10 men 20 - 30 minutes. It now takes two men 5 minutes. The jack uses transformer oil and compressed air.

A new method has been worked out for replacing the insulation on concrete arched bridges without curtailing train movements.

In the Akmolinsk Locomotive Depot, a machine has been devised for rolling fire tubes which takes only 16 percent as long as the forging method.

LOCOMOTIVE REPAIR SPEEDED -- Gudok, No 81, 8 Jul 49

During 1949 locomotive depots have achieved considerable success in improving locomotive repair operations. Delay of locomotives for the railroad network as a whole has decreased 36.2 percent for medium repair, 27.5 percent for overhauling, 32.6 percent for first-group washing repair, and 30.5 percent for second-group washing repair.

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However, on the Kazan', Sverdlovsk, Perm', Southeastern, and Kuybyshev systems delay is still great. At the Liski, Tyumen', Argyz, and Abdulino depots and also at Yasinovataya and Mineral'nyye Vody, locomotives are held 2 - 3 times the allotted period.

ANDIZHAN DEPOT CRITICIZED -- Stalinskoye Znaniya, No 103, 28 May 49

The Andizhan Railroad Car Depot (chief, Strel'nikov; deputy chief, Shchekhtsev) has consistently failed to meet every phase of its production plan. The chief reason is the complete disorder and chaos throughout the depot.

The forge shop is cluttered with good and broken parts and various waste materials. The exhaust pipes are broken and the shop is always filled with smoke, thereby decreasing labor productivity. The carpentry shop is in even worse condition, littered with old, useless railroad cars, wood, cuttings, etc. In order to turn over a large part, it is necessary to take it out in the street since there isn't enough room inside the shop. Similar situations exist in the machine, assembly, and tool shops. The tracks on which cars are repaired are littered with rubbish, among which are found some good parts. The entire depot, including the offices, are filthy.

Parts from dismantled cars are neither examined nor utilized. Measures for technical and labor safety are nonexistent. Precision tools are, to a great extent, lacking. Socialist competition is a mere formality and labor agreements are incorrectly drawn up and lack concrete obligations. Labor productivity is low and as many as 70 persons are not fulfilling work norms. -- V. Savchenko

TASHKENT RAILROAD GETS DIESEL LOCOMOTIVES -- Pravda Vostoka, No 129, 2 Jul 49

The first Soviet-made Diesel locomotives have begun to operate on the Tashkent and Samarkand railroad sectors.

Supply of water to locomotives on the Tashkent Railroad has been extremely difficult. A large part of this area has no water, and many of the springs contain poor-quality water. A Diesel locomotive requires only 6 liters of water per 10,000 kilometers. Diesel locomotives consume 8 - 10 times less fuel than steam locomotives. In addition, the use of petroleum for the operation of Diesel locomotives eliminates the necessity of shipping coal from Kuzbass and Karaganda to this region.

LOCOMOTIVE OPERATIONS SPEEDED -- Gudok, No 85, 17 Jul 49

In comparison with the first 10 days of June, turnaround time of locomotives in freight service in the USSR railroad network was accelerated by 0.8 hour during the first 10 days of July. Average daily distance traveled was increased by 8.6 kilometers, and average speed excluding stops was raised by 1.1 kilometers.

LOCOMOTIVE RUNS LENGTHENED -- Kommunist, No 153, 1 Jul 49

An engineer at the Leninakan Locomotive Depot operated his locomotive 43,290 kilometers between washings instead of the norm run of 7,500 kilometers.

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TIE STANDARD NOT OBSERVED -- Gudok, No 81, 8 Jul 49

Enterprises of the Main Administration of Timber Industry are supplying to construction projects railroad ties with wide variations from the standard length for ties, 2.7 meters. Projects on the Southern Railroad System, for instance, have to cut the ends off 30 - 35 percent of all the ties they receive, while normally they should have to trim only 3 percent. Of the more than 1,000 ties used on one kilometer of track, it is necessary to trim 600, rather than the normal number of 50. On each kilometer of track 2 - 2½ cubic meters of tie timber are wasted.

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